

REMOVAL NOTICE.

Andersen, Meyer & Co., Ltd., beg to announce the removal on September 1st, 1922, of their offices from No. 2, Queen's Road Central, to No. 67, 69, Des Voeux Road, (SITE OF THE OLD VICTORIA THEATRE.)

The Hongkong Telegraph.

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THE NEAR EASTERN CRISIS.

More British Warships for Smyrna.

Malta, September 8. Rear-Admiral Tyrwhitt, with the light cruisers Cardiff and Concord, is leaving for Smyrna. Almost the entire Mediterranean Fleet is now concentrated in Near Eastern waters.

Problem of Food and Sanitation.

Smyrna, September 8. Thousands of refugees and deserters are arriving. The question is becoming grave, as practically no steps have been taken regarding sanitation and food supplies. It is estimated that homeless refugees exceed two hundred thousand. Many British subjects are remaining at Smyrna and outlying villages. Fears are entertained for the security of British properties.

Athens, September 8. M. Calliogeropoulos has accepted the Greek Premiership. The United States Consul-General in Constantinople, who is Chairman of the United States Relief Association, has undertaken to render all possible assistance to refugees from Asia Minor, both at Constantinople and Smyrna.

GERMAN NEWSPAPERS BADLY HIT.

Tremendous Increase in Paper Costs.

Berlin, September 8. The desperate condition of German newspapers was emphasised by Herr Lensing, Westphalian representative, speaking at a meeting of the Reichstag called to consider measures to assist the Press. Herr Lensing mentioned that numerous newspapers had already ceased to exist and he averred that the whole Press of Germany would disappear unless the Government acted drastically. He pointed out that before the war, Double Wagon printing paper cost 2,000 marks but was now \$40,000 marks. The paper manufacturers had raised the price although reputed to be falling in money.

Herr Schmidt, Minister of Economics, said he could not hold out much hope of the introduction of maximum paper prices. To alleviate the deplorable situation, the price of wood must first fall, but the Federal States were financially interested in the price of timber, and he suggested that the Federal Government should again be approached on the matter.

THE FUTURE OF INDIA.

Groundless Fears Following Mr. Lloyd George's Speech.

Simsa, September 8. Following a keen debate, the Council of State, by a large majority, rejected, without a division, a motion expressing apprehension and disappointment at Mr. Lloyd George's speech in the House of Commons relative to India's future. This was the result of earnest appeals by several Indian members to their colleagues to drop the matter, as the fears were groundless, and an appeal by Sir William Vincent for a maintenance of the House's reputation for sobriety and wisdom.

One Indian member declared that the Moderates wanted the Civil Service for years to come while there were cries of "No" when Sir William Vincent asked whether the House wished to cease recruiting British officials.

DEATH OF M. BONNAT.

A Famous French Painter.

Beauvais, September 8. The death is announced of the famous painter, M. Leon Bonnat. [The deceased was President of the Societe des Artistes Francais, a member of the Institute, Hon. R. A., and a member of the Council of the Legion of Honour.]

U. S. COTTON MARKET PRACTICES.

Washington, September 8. The Senate has authorised official investigation of practices employed in marketing cotton, by a resolution which seeks to determine whether there is interference with the law of supply and demand.

BRITAIN AND POLAND.

Berlin, September 8. A British squadron has arrived at Danzig to inaugurate direct maritime relations between Britain and Poland. Festivities have been arranged.

THE WAR DEBTS.

"A Plain Man's" Solution.

"A Plain Man" writes to a Home paper as follows:—We are all anxious about our debt to the United States. We are now, for interest alone on this debt, paying \$50,000,000 a year, or, in other words, shouldering a burden equivalent to over one shilling in the pound on the income-tax, which may rise to over 1s. 6d. in the pound as soon as sinking fund payments begin.

Is there no way of finding the large sums of money needed for these payments without detriment to the national welfare? Yes, there is a way. It is to save on the national drink bill what we need to pay our national debt of honour.

dom in 1920 was estimated at \$469,700,000—half our total debt to the United States—as against \$386,000,000 in 1919 and \$166,000,000 in 1913.

The expenditure per head of the population was, in 1920, approximately £10. America has gone dry, Canada has gone dry, and responsible citizens of both countries have assured me there will be no reversal of this policy. An eminent Archbishop once said he would rather see England free than England sober. Let England become both free and sober, and she will advance from triumph to triumph, with the consciousness that in acquitting her debt to her great neighbour the United States she has freed herself from an immense obligation, even while she has raised her own moral standard and broken the shackles of a traffic which has for centuries

INTERPORT AQUATICS.

Hongkong Doing Well.

NOW LEVEL WITH SHANGHAI.

Shanghai, Sept. 8. Johnstone of Hongkong won the 100 yards with Brodie, Shanghai second and D. Lyon, Hongkong third. The time was 22.55 seconds. The Half-mile resulted—1. D. Lyon, Hongkong; 2. G. Jack, Hongkong; 3. J. B. Brown, Shanghai. Time 17.15.

The Latest Results.

Shanghai, Sept. 9. Further results of the second day's Interport contests are as follows:—The Long Plunge 1. McGregor (Shanghai); 2. Berthel (Shanghai); 3. Featherstonhaugh (Shanghai). Distance—68 feet, 10 inches. Throwing the Polo Ball—1. Buechert (Hongkong); 2. Mac (Shanghai); 3. Johnstone (Hongkong). Distance—65 feet, 2 inches. Water Polo—Hongkong beat Kobe by 12 goals to 1.

On the two nights' events, Shanghai and Hongkong, each having scored 28 points out of a possible 40; whilst Kobe has scored no points out of a possible 30.

COLONY'S FINANCES.

Revenue Continues to Increase.

Hongkong's finances continue in a healthy state, as is indicated by a comparative statement of revenue and expenditure for the first five months of the present year, published in the *Government Gazette*.

This shows that the revenue for the period was \$9,865,121, which compares with \$6,438,051 for the corresponding five months of last year, a noteworthy increase being the proceeds from land sales, which totalled over two million dollars, as against \$197,295 for the same period twelve months ago. For May of this year, the total revenue was \$1,855,488, as against \$1,484,925 last year.

The expenditure for the five months totalled \$6,758,378, this comparing with \$5,354,897 for the same period in 1921; whilst the outgoings for the month of May came to \$1,801,848, as against \$969,761 last year, the large increase being accounted for in part by a sum of \$2,875,520 on military expenditure, this comparing with \$12,874 for May last year.

The balance of assets over liabilities on May 31st, this year was \$9,586,488.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1922, as certified by the Managers of the respective Banks are as follows:—

Banks.	Average Specie in Reserve.
Chartered Bank of India, Australia, and China.	\$3,814,265
Hongkong and Shanghai Banking Corporation.	\$3,745,129
Merchants' Bank of India, Limited.	\$1,335,381
Total.	\$8,894,775

*Sterling Securities deposited with the Crown Agents valued at £620,000. Securities with the Crown Agents and Straits Government £1,800,000. Securities with the Crown Agents and Straits Government £1,800,000.

A NEW K.C.

Mr. C. G. Alabaster Appointed.

The many friends of Mr. C. G. Alabaster will be interested to learn that he has been made a K.C., the following notification appearing in the *Government Gazette*:—

In pursuance of directions given by His Majesty the King, Mr. Chaloner Grenville Alabaster, O.B.E., has been appointed one of His Majesty's Counsel for Hongkong.

Mr. Alabaster was called to the Bar of the Inner Temple in June, 1904. He was admitted to practise in the Supreme Court of Hongkong in April, 1909, since which time he has been a familiar figure in the local Court of Justice, proving himself a thoroughly able advocate and conducting many successful actions.

Some of Mr. Alabaster's most important work in Hongkong was the revision of the laws of the Colony, the revised edition being published in 1913. He has also acted as Attorney-General on two occasions, which post he filled with great skill and ability.

HAWAIIAN ARTISTES.

Coming to Hongkong Next Week.

The long spell of no theatre shows in Hongkong is to be broken next week, when the Hawaiian Troupadours favour us with a short season.

According to press notices given in Java, Sumatra, Malay States and India this troupe of entertainers is very high talented and has enjoyed a most successful tour, extending over three years. In India the entertainers had the privilege of appearing before H.R.H. the Prince of Wales and H.E. the Viceroy, and the general reception of their performances everywhere has been described as enthusiastic.

The local shows begin on Wednesday evening next, and booking is now open at Moutrie's.

AVIATION AT SHANGHAI.

An interesting aeroplane flight was made last week by Mr. W. E. Holland, late Major, Royal Air Force. Starting from Lunghua (Shanghai) in a three-seater Avro machine, and with a Chinese official as passenger, he made an excellent non-stop flight to Kashi and back, covering the distance of 140 miles in 120 minutes. The outward journey was accomplished in 50 minutes, and the return in 1 hr. 10 min. Although a modest performance, the flight is notable as being the longest yet made by a local aviator. Weather conditions were perfect, and with the machine performing well, the pilot and his passenger were at liberty to enjoy a wonderful view of the country from a low altitude, and incidentally provide astonished natives with a new and wonderful tea-house topic. The machine circled Kashi before heading again for Shanghai, and a message was dropped.

A rattling tierrier kept at the Bermundsey Board of Guardians' schools at Shirley, Surrey, has killed 19 chickens.

PREPARING INDIANS FOR SANDHURST. A Simla message states:—The authorities are impressed with the results of the first term's working of the Prince of Wales Military College at Dehra Dun, where Indian candidates are prepared for Sandhurst. The students have shown a creditable grasp of the preliminary stages of professional subjects. Physically they have shown a great advance; many of them have added two inches to their chest measurements. Their knowledge and enthusiasm for

CANTON BANKNOTES.

Decline in Value.

Our Canton correspondent states that on the appointment of the Civil Governor Mr. Chan Chik-yue, the discount on banknotes fell from 45 to 15 per cent., but after the new Governor had assumed office the discount rose to 30 per cent. and is still rising daily. As to the reasons for this, it is stated that several syndicates, presuming that the new Governor would permit the resumption of gambling in order to secure revenue with which to improve the currency, bought enormous quantities of notes, but on learning the Mr. Chan is to continue the policy of suppressing gambling and will postpone the redemption of the banknotes until funds are sufficient to secure unlimited redemption, they have begun to sell out again.

It is expected that the discount will eventually go to 50 per cent. or more.

CANTON TROOPS.

A Reorganisation Scheme.

Our Canton correspondent states that General Chan King-ming has made a declaration to the effect that the first thing he intends doing on resuming the Commander-in-Chiefship is to reorganise the military forces. Under his scheme, no soldier will be permitted to come within a certain fixed zone near the city except with the permission of his superior officers.

SHANGHAI UNION JACK CLUB.

Preparations for a Permanent Home.

We understand that negotiations have been completed, through Messrs. J. P. Bisset and Co., for the sale of the Navy League Recreation Ground, the sale of which was for some time held in abeyance pending decision of the right of way dispute between Mr. A. L. Anderson and the Shanghai branch of the Navy League.

The land has been disposed of for something over £15,000, and this sum will be invested until a scheme to provide a permanent home for the Union Jack Club can be formulated.

The League is to be congratulated upon having brought the business to a successful issue. This land was originally purchased by the Navy League some 20 years ago out of funds raised by public subscription, with the object of providing a sports ground for British Bluejackets, but its position was not altogether favourable for the purpose and the scheme was never fully developed. The original purchase price was £15,000, so that a very handsome profit has been made. It is interesting to note that, prior to the recent law suit, when it was understood by certain parties that the right of way had been lost, the highest offer made for the land was £15,000, cost price. By establishing the right of way in the Courts and selling by public tender nearly four times that sum has been raised on the land.

It is the intention of the Navy League to purchase a suitable plot of ground in a spot easily accessible to naval men and build a permanent Union Jack Club, and the probability is that the scheme will be carried out in conjunction with certain other parties who do not wish to disclose their identity at present.—N.Y. J.N.

ENGLISH SCHOOLCHILDREN'S ROLL-CALL.

There were 5,930,652 children (2,995,908 boys and 2,934,744 girls) in the public elementary schools of England and Wales on the last day before the schools were open.

TO-DAY'S MILLSCEANY.

One does not envy the New Yorkers the task of deciding, thus early in the twentieth century, whose statue shall be placed, with the nineteen already chosen, on the Cathedral parapet, to represent the personage who, in each century, did most good in the world. Hitherto the work has been undertaken manfully, if not always to the general satisfaction (Godfrey de Bouillon, for instance, is something of a surprise. No one would expect Americans to choose names other than those of Washington and Lincoln for the eighteenth and nineteenth century, but the rather premature decision to select the twentieth-century statue bristles with difficulties. However, Mr. Lloyd George's peripatetic admirers are bailing with delight the news that his claims are being considered along with those of Theodore Roosevelt (who belonged rather to the nineteenth than to the twentieth century) and Woodrow Wilson.

John Wesley, one of whose wives has just been sold at Sotheby's for ten shillings, wore a wig and a cocked hat to the last, and insisted that his ministers, too, should wear cocked hats, though he allowed them more latitude in the matter of wigs. This appears from a communication sent to *Nobis and Quiries* in 1866 by an anonymous correspondent, whose father was well acquainted with Wesley. "My father," he writes, "could not endure the idea of 'trowsers' sluttishness about his legs. I often heard him say that when he was a boy all the male population, from three years old and upwards, except sailors, wore cocked hats and knee-breeches, and that if a man was seen in trowsers he was at once set down as a mariner."

We cull the following gem from a Home paper:—I have just returned (writes a correspondent) from a holiday in Cornwall, and when visiting Falmouth came across a wooden notice-board hung outside a lodging-house, on which were painted the following rules:—

RULES OF THIS LODGING HOUSE: 4d. per night for bed. 6d. with supper. Not more than three to sleep in one bed. No beer allowed in the kitchen. No smoking when in bed. No clothes to be washed on Sunday. No boots to be worn in bed. No dogs allowed upstairs. No gambling or fighting here. No extra charge for luggage. No Razor Grinders taken in. Organ Grinders to sleep in the attic. Mangling done here. In these hard times it is a matter for speculation as to what a supper for 2d. consists of. Also one wonders why razor grinders are barred and why the organ grinders are compelled to sleep in the attic. Perhaps there is accommodation there for their organs and monkeys.

If people were always serious when they said "I'll bet you this, or 'I'll bet you' that," many queer wagers would have to be decided. But although most of the bets offered in this casual way are never meant to be accepted, many freak wagers have been made and carried through with a determination worthy of a better cause. A Scarborough printer agreed to roll a peanut with the aid of a toothpick for about 100 yards on the South Foreshore-road if Westward Ho was "placed" in last year's St. Leger. The horse came in third, and the printer carried out his part of the wager in nine minutes. A Don Juan, described as a "titled" poet, once wagered that he would kiss a thousand American girls while on a journey from New York to San Francisco or pay a forfeit of 5,000 dollars. It was rumoured that the girl who heard of the enterprise in advance were not a bit annoyed at the idea.

BIG ARMS HAUL.

Heavy Punishment for Junk People.

In the early hours of this morning, Lance Sergeant Carey performed a smart seizure of a big consignment of arms that was apparently intended to be landed in the Colony. The seizure, which was made aboard a trading junk at her anchorage at West Point, comprised no less than 44 Mausers, 130 revolvers, a Winchester rifle, 34 Mauser cleaning rods, 32 Mauser springs, 69 clips, 100 cleaning rods and 21,730 rounds of ammunition. When the Sergeant came up quietly in a sampan the mistress of the boat, who was apparently on watch, gave the alarm. This caused the hatch to be instantly thrown open, and three men sprang out, like jacks in the box, as the Sergeant described it in the Court this morning. Two of them jumped into the water and escaped, and the third clambered onto another junk but he was eventually taken back.

When charged before the Court this morning, which specially sat with two Magistrates to try the case, the mistress and the arrested member of the crew were each sentenced to two years' hard labour.

News in To-day's New Advertisements.

"The Great Accident" is being shown at the Coronet Theatre to-night.—Page 12.

Whiteway's offer brooms and brushes of all descriptions.—Page 3.

LISTEN! Advertising doesn't add to your resources so much as it multiplies them.

"Twelfth Night" is being performed at the Tai Ping Theatre to-morrow night.—Page 4.

The Steam Laundry Co. advertise their service on Page 4.

To-day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 6. 13/16d.

Lighting Up-Time.

Lighting-up time to-day, 6.33 p.m.

Indignant at being valued at only five dollars apiece. No one ever heard the result of the wager, so it is probable Don Juan failed.

What proportion of our time do we spend in living, and how much of it in mere existence? The question is posed by a rather pessimistic writer in the *New York Nation*, whom the editor of that paper introduces to his readers as an expert accountant by profession. First of all, of course, it is necessary to define one's terms, or at any rate, to draw a working distinction between the two conditions. Interrogating his own experience, this writer finds, in contradistinction to "living," five main states of existence. He exists when he is doing drudgery of any kind; when attending the average social function; when eating, drinking, or sleeping after he is already replete or his senses are dulled. Old scenes and old monotonous things—such as too familiar streets, houses, furniture, clothes—drive him to the existence level. Lastly, he retreats from life when he becomes angry. On bringing a typical busy week to these tests, the expert accountant who thus applies his professional skill to unwelcome material discovers that, out of the 168 hours contained in this period, he lived only about 40, or 25 per cent. of the total. This allowed for some creative work, a Sunday's "hike"—the American for "tramp"—some genuine hunger, some healthy sleep, a little stimulating reading, two acts of a play, part of a moving picture.

Peking, Sept. 8.—A message from Ichang says that while navigation on the Upper Yangtze again safe, the troops of the Third Army at Wanshsien are searching vessels and levying money on cargoes.—Reuter.

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"THE WAY TO PEACE"

Viscount Grey on War Debts.

Viscount Grey of Fallodon, who was accompanied by Lady Grey, recently addressed a large international luncheon meeting in Newcastle.

In the course of a lengthy speech, his lordship, who was enthusiastically received, said: "Whether the broadest verifiability of our Prime Minister is the cause of the stiffness and rigidity of the French policy, or whether the stiffness and rigidity of the French policy is the cause of the verifiability of Mr. Lloyd George, I do not propose to examine. But the fact is that, for some little time past, both the British and French Governments have been engaged in speaking the truth to each other, from time to time, but each saying to the other the truth which they know is the least agreeable for each other to hear. The French Government told our Government, while the Geneva Conference was going on, that the policy of pursuing an agreement with the Bolsheviks was a mistake, and to make the supporters of the Government very angry. But it was perfectly true."

In the same way, it is perfectly true that the reparations question must be dealt with in a broader spirit than hitherto, if it is to be settled. But whenever we say that to the French, though it may be true, they do not naturally do not like it. They say: "It was our Englishmen at the election of 1918, who talked about making Germany pay the whole cost of the war, and about searching their pockets for the last farthing, and now, when we in France cannot get paid even for the damage done to our devastated regions, which you have not got in England, you come to us, and say 'it is the French who ought to make the sacrifice.' That naturally does not create a good feeling, and it is not getting farther forward. But we must get farther forward, and the other day there was a bankers' committee in Paris at which the Americans were represented not the American Government, but the American banking interests were represented by a distinguished American banker, showing that America is quite disposed to cooperate if only Europe will proceed on what America believes to be sound lines. The bankers' committee, having considered the situation, came to the conclusion that if Germany was to pay cash for reparations she must have an international loan, but that she could not get an international loan unless the question of reparations was brought within manageable limits, so that Germany might have security to offer. Those were the facts. That was true, the facts being stated from the bankers' committee. If there is to be cash from Germany, she must have an international loan, and the bankers' committee did great service by bringing out the facts, and showing that Germany cannot pay cash with the reparations question left in its present condition."

But the reparations question is not the only one paralyzing the economic and financial recovery of Europe. There is also the question of the debts the Allies owe to each other, and the debt which we owe to the United States. As far as the United States are concerned, the United States unfortunately found the League of Nations a question of domestic politics, and party politics in the United States. We have nothing to do with that; we can only take note of the fact, and the result has been that the American Government is not a member of the League of Nations, and I think, not American cooperation farther off because the Americans did not believe we were working on sound lines. Disagreements between France and Great Britain have also made the cooperation of the United States less likely, because they do not think that we are yet tackling our European problem in the way it ought to be tackled, and if they do not think we are helping ourselves, they are not likely to be disposed to help us."

I believe if Europe would pull itself together and really tackle these difficult questions, and the United States saw us proceeding on sound lines, they would willingly, in their own way, and at their own time, help in the economic recovery of Europe. But for the present they are outside. We owe a great deal of money to the United States, and if we cannot pay at the moment, we ought to tell them so. But if we can pay—as I believe we can—the sooner we come to a business-like arrangement for making payments, the better, and put that question in a purely business footing and keep it apart from every other question, and then let Europe see what it can do for itself."

Then there is the question of the money owed to us by Italy, France, and Belgium. I will take France as an illustration, because it is the most important. If we asked France to pay to-morrow, France would say she would not pay because Germany was not paying her, and if we were to try and make France pay that debt to-morrow, it would merely mean that France would press Germany, Germany would go bankrupt, and we should have financial collapse and still greater distress in Europe than we have now. As long as the questions of reparations and the debts between European Allies remain unsettled, you will have that financial paralysis hanging over Europe. It will prevent any recovery, and you will have more than that, because you will have always the risk and the fear that if the reparations question is not settled, France may take strong action on her own account, which will create political disturbances in Europe, as well as financial disturbances. Until these two questions are settled there will be no recovery."

I would like to see these inter-Ally debts regarded not as money lent by different countries to each other in the ordinary course of business, but as contributions made by each country to a common cause, that of carrying on the war and saving money. The money was lent to

France, or the credit we pledged to France, was lent and pledged, not for purely French purposes, but to help France to do her utmost in the common cause, she put all the men and wealth she had into the cause, and we put in all the men we had and all the credits we had, and that is the way these debts arose."

All I want to say is this, it will be a great mistake, I think a vital mistake, if the French and British Governments attempt to discuss the question of reparations without also discussing the question of inter-Ally debts. The time has come when these two questions must be taken together, and just as I have been very critical to the action of the Government when I thought they were working at the wrong end, so I would like to say, so far as I can judge public opinion, that when the Government begin to tackle the question at the right end—that of reparations and inter-Ally debts—I believe that whatever length they may go in using the question of debts as a generous way as a lever to get a settlement of the whole question, they will have the support of the country behind them. (Cheers.) I do believe if we get this question of reparations and inter-Ally debts settled, this country would not make any party capital out of the settlement the Government make. If they make a generous settlement, and make a sacrifice, and give up things, I believe the public opinion of the country will be right in saying, "We are not going to look upon this as a purely business transaction. We believe that if the reparations and inter-Ally debts are not settled, our trade will go on suffering, and perhaps get worse, and the finances of Europe will get worse, and that anything which gets these questions out of the way, and puts Europe on its feet again, removes the paralysis which is hanging over it at the present moment. However, broad and generous the lines may be on which this settlement is made, it will be a cheap settlement, and well worth having." (Cheers.)

Somebody told me the other day they had heard it said of me, "Oh, Grey's no good. He has spoken in favour of a pact with France." I would like to read to you exactly what I said—it was in January last—about a pact with France. I laid down two conditions. They were these. If it is to be a defensive agreement, which is the only agreement we can possibly think of, let it be an agreement which is going to be communicated to the Council of the League of Nations and be fully in accord with the spirit of the League of Nations. The second condition will be this. Let it be so drawn that though it is between France and ourselves, as I think it would be, that it should not be exclusively between those two, but should be able to be extended so that later peace-loving nations who may be concerned may be able to come into it."

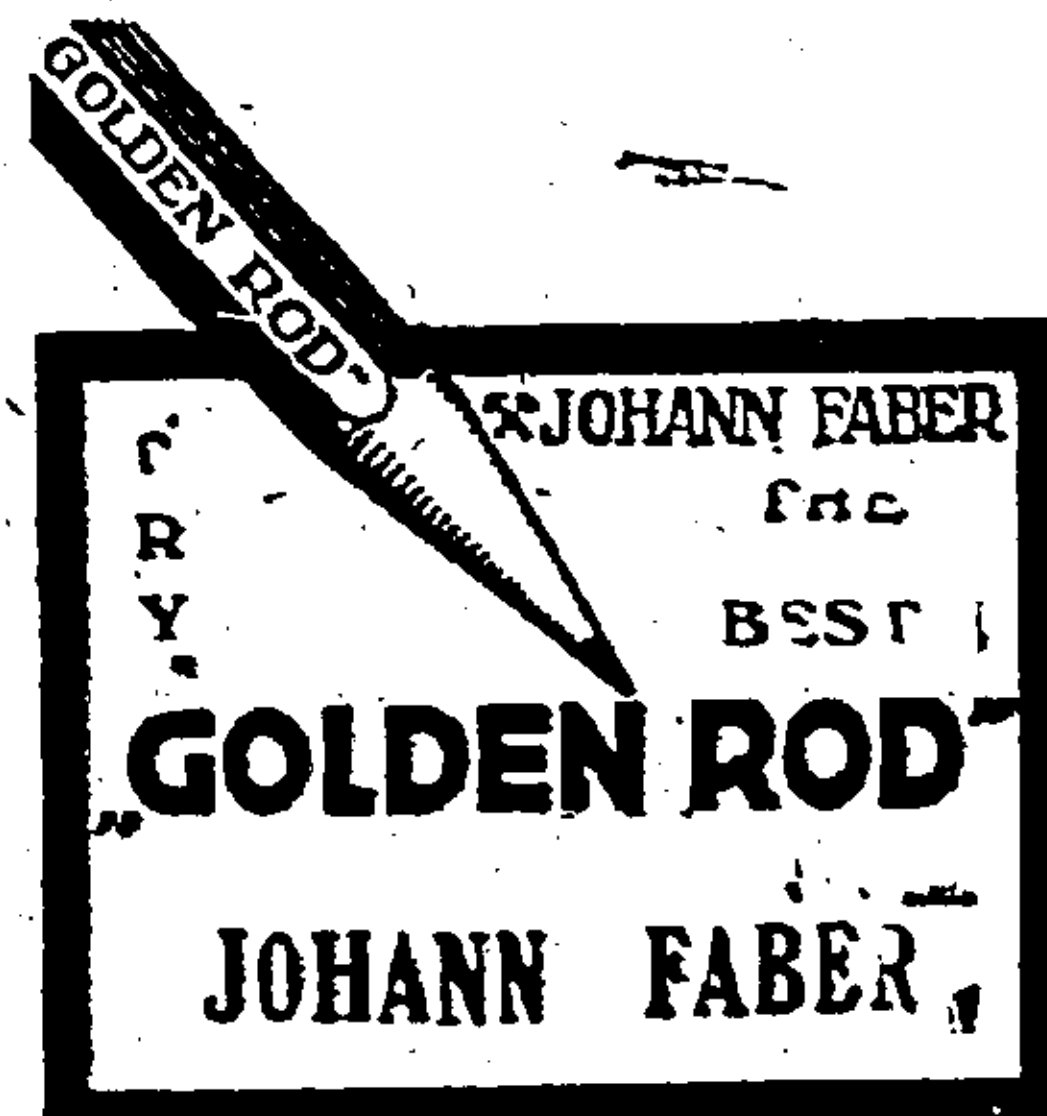
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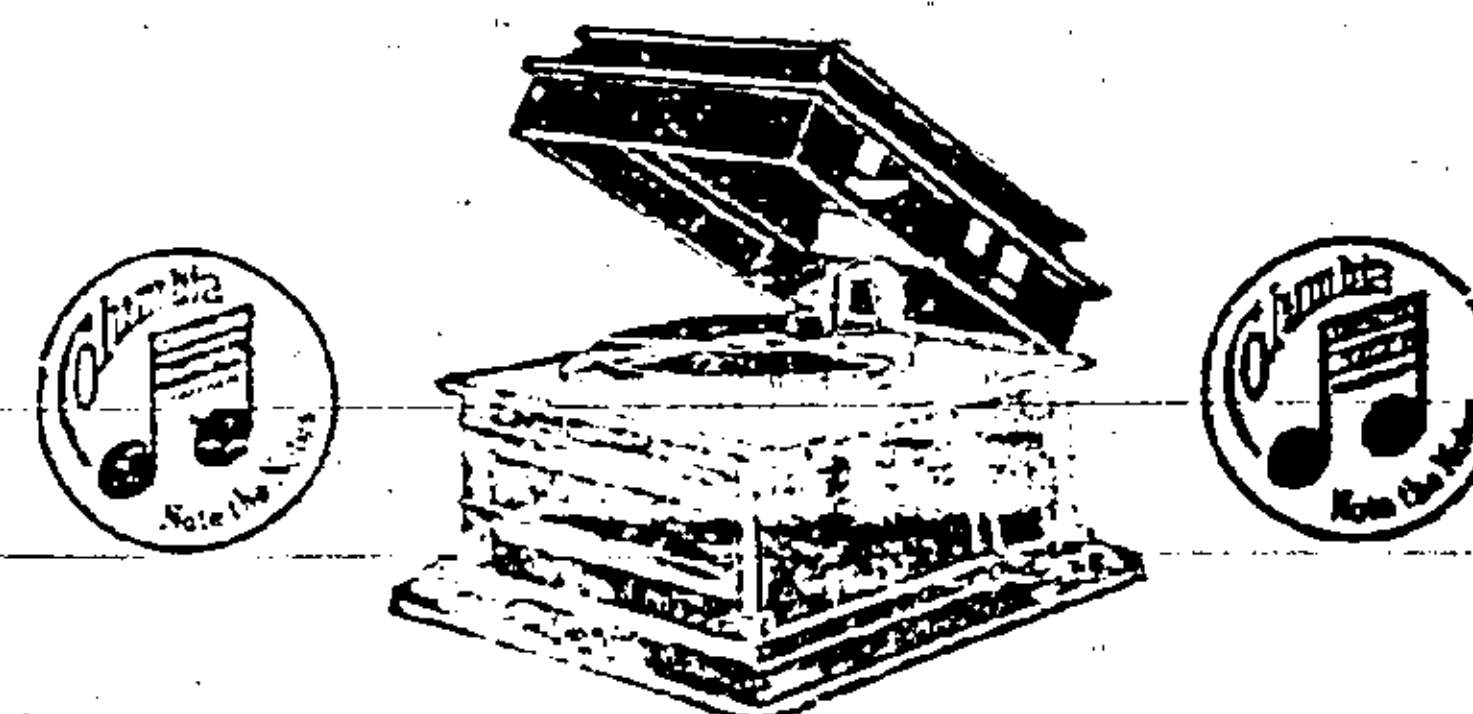
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PACIFIC SERVICE

TALTHYBIUS 19th Sept. Victoria, Seattle & Vancouver
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CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"PERSIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, ADEN, PENANG AND SINGAPORE.

Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 5th inst. No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 21st inst. or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 11th inst. at 10 a.m. No fire insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.
Agents.

NOTICE TO CONSIGNEES.

S.S. "TUNGSHING"
DRIVEN ASHORE AT
SWATOW IN TYPHOON
WEATHER on 2nd Sept. August, 1922.

Consignees of cargo on the above vessel are informed that in consequence of General Average Expenses and/or Special Charges on cargo having been incurred, they will be required to sign an Average Bond at the Offices of the Underwriter and to pay a deposit of 5% on the value of their cargo before delivery can be granted.

Cargo has been forwarded to Hongkong and Canton by s.s. "Yusang" and "Esang".

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CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"PRESIDENT MADISON"

having arrived from Manila, P.I. on the 5th inst. consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 11th inst. by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 12th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board,
Emergency Fleet Corporation,
Managing Agents.

THE ADMIRAL LINE.
No. 4, Des Voeux Road,
Hongkong, Sept. 6th, 1922.

MADAME ALICE GOMEZ.

Madame Alice Gomez, popular thirty years ago as a vocalist, has died in Devonshire. She made her debut in London in 1855, appearing early in that year at one of Mrs. Gladstone's parties. She was of Eurasian birth and came from India, where she had studied music under Mr. T. Henry Webb, organist of the Protestant Cathedral, Calcutta. Madame Gomez sang at the London ballad concerts for many years.

THE PEKING PARLIAMENT.

Opera-Bouffe Proceedings.

Parliament's third attempt to elect a Vice-President of the House of Representatives, ended in a general disorder on the 23rd ult., when it was discovered that from the 331 members present, a total of 370 votes had been cast. The meeting adjourned after a tumultuous session lasting several hours in which actual fighting was only averted by the more moderate members who throw themselves between the contestants. The question of verifying the legality of the deputies, of voting funds in aid of the sufferers at Swatow, of Ratification of the Washington Conference treaties, and two other questions were all postponed until another meeting in order that the election of the Vice-President of the House should be accomplished without delay.

The session was scheduled for 1 p.m. but did not actually begin until two. The hall was crowded, nearly every seat in the galleries being taken. The President announced that 331 members were present and ordered that the meeting should be opened.

MUCH DISTURBANCE.

The uproar, however, was so great that it was almost impossible to hear him. Everyone seemed to talk at once, including those who were demanding silence, and the doors to the outer halls were constantly being opened and closed. After a rather irregular debate the President at last succeeded in restoring order in the course of the confusion of the rules of Parliamentary etiquette.

The ratification of the powers of the deputies was begun, but finally postponed after considerable delay. The other questions before the several houses were rapidly disposed of, all being postponed, so that the main task of the session could be arrived at, the election of the Vice-President.

At this juncture a young and slender parliamentarian who looked not more than fifteen years of age, somehow got possession of the "floor" and began an oration upon the history of parliament and its vicissitudes during the last ten years. He spoke slowly and distinctly. For some reason he was the only orator who was heard without interruption. At the close of his speech a score of members sought to gain the floor and for a while there was pandemonium.

THE CANDIDATES.

The two leading candidates for Vice-President of the House were Chu Fung-shing, who was elected at Canton, and Pei-lieh, the candidate of the sixth year party.

Many of the deputies who had been in the lobbies talking among themselves while the other debates were going on, now returned to their places in haste to be sure and have their vote. The doors were closed, but still absent members managed to get in by various devices, and through various channels.

In the confusion one would-be orator managed to mount the forum and began speaking. He continued to the end although he was hissed and booed throughout and could not be heard.

The ballots were finally passed about and were turned in with some ceremony except when a number of the deputies tried to hand them in at the same time, and there was a bit of crowding.

The ballots were counted. The President seemed perplexed. There were only 331 members present and 370 ballots had been cast. When this was announced the meeting broke up in disorder.

WAR INDEBTEDNESS.

The Balfour Note.

Lord Balfour's Circular Note on War Debts will become a classic State document, says the *Daily Chronicle*. So dignified is it in phrasing, so simple in exposition, and so high-minded in the policy that it unfolds. We commend the text to the study that it deserves.

The argument is clear, and the clouds of temper and complicated figures which obscure this subject in Paris are here replaced by a lucid blue. It begins by announcing our willingness to forgo all the war debts due to us by our Allies in respect of loans and by Germany in respect of reparations, if only such a policy formed part of a satisfactory international settlement. Roughly, Europe owes us four times as much as we owe America, and, therefore, our principles would, in the most favourable circumstances, cost us a great deal.

But circumstances are not favourable. America, acting within her legal rights, presses us for payment of the interest and sinking fund of our debt to her, and as, thanks to our past sacrifices, we can pay, pay we will. If we adopted the same policy to Europe, we should be a large gainer by the transaction.

We do not propose to do that, for we do not believe in such gains. But neither, on the other hand, is it right that one partner in a common enterprise while recovering nothing should be required to pay all that she has borrowed. We must therefore ask for payment from Europe, but we ask for no more than we are bound to pay to America.

To pay 20s. in the pound to America we are prepared to accept 5s. in the pound on Europe's debts to us. But Lord Balfour ends as he began by repeating the original offer to cancel all the debts due to us in Europe, provided that this renunciation formed part of a general plan for dealing with the international indebtedness that is dragging the world down.

What is meant by a "general plan"? Ideally, of course, such a plan would include America, and if America changed her present mind the way would be easy. We see no prospect of that yet.

But can you have a "general plan" without America? Perhaps. It would certainly not be the tripartite arrangement between England, France and Germany which M. Poincare favours, for that preference would be unfair to our other debtors in Europe, and would bring no settlement. But a general cancellation (subject to the American mortgage) of European debt might still be possible, if France is in the mood. It was assured of a Europe settled and disposed to peace and disarmament, we might willingly make sacrifices in the hope that they would later be returned in the form of benefits to all.

MANY CHANGES HAVE BEEN MADE

In the manufacture of glasses, one of the most important is that invented by Sir William Crookes, who, as the result of numerous experiments, combining glass with various metals, has succeeded in producing a material which cuts off 95% of the infrared or heat rays together with the ultra-violet or chemical rays, called Sir William Crookes glass. Crookes lenses of any prescription in either regular or Toric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians—the most competent manufacturing optical establishment in the colony—located in 53, Queen's Road Central.

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AGENTS.

LONDON UNIVERSITY.

Proposed Site by the Embankment.

A correspondent writes to a London daily as follows:—Your article of Saturday calls attention to the fact that the question of the future site for the University of London is not irrevocably settled.

The housing of the University is not one simply for that body alone, or even for its Senate and the Government to settle out of hand between them; it very closely touches the whole of the citizens of London, particularly those who interpret their citizenship strictly. Granted that the primary object is to provide the University with adequate and convenient accommodation for its staffs and their work, it is not too much to ask that this should be provided in buildings which will add beauty and dignity to the great city of which the University is a daughter. However architecturally satisfactory the buildings themselves may be, much of this dignity and beauty will be sacrificed if they are placed in an inappropriate setting, such as would be provided by the somewhat tarnished glories of Bloomsbury.

The site here suggested would provide a fine opportunity for a noble block of buildings, which might form a fitting pendant to the County Hall itself to the north, and to the Abbey and the Houses of Parliament across the water. Aesthetically, such a pile would gain from the ample foreground provided by the river, while it would emphasize the almost forgotten importance of London's ancient highway, the Thames, at once, as his Majesty recently reminded us, "the means of her prosperity and the opportunity of her greatness." The activities of the University would be set in truer perspective in their relation to civic, national, and Church affairs, by their proximity to the great buildings already named.

ORDER OF THE BATH.

Culgaith is the first village in Cumberland to establish a swimming bath for children. The Penrith Rural District Council have agreed to supply water at a nominal charge of £1 per annum. They stipulate, however, that the

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bath, which will hold 30,000 gallons, shall not be filled more than five times yearly, and only when surplus water is available.

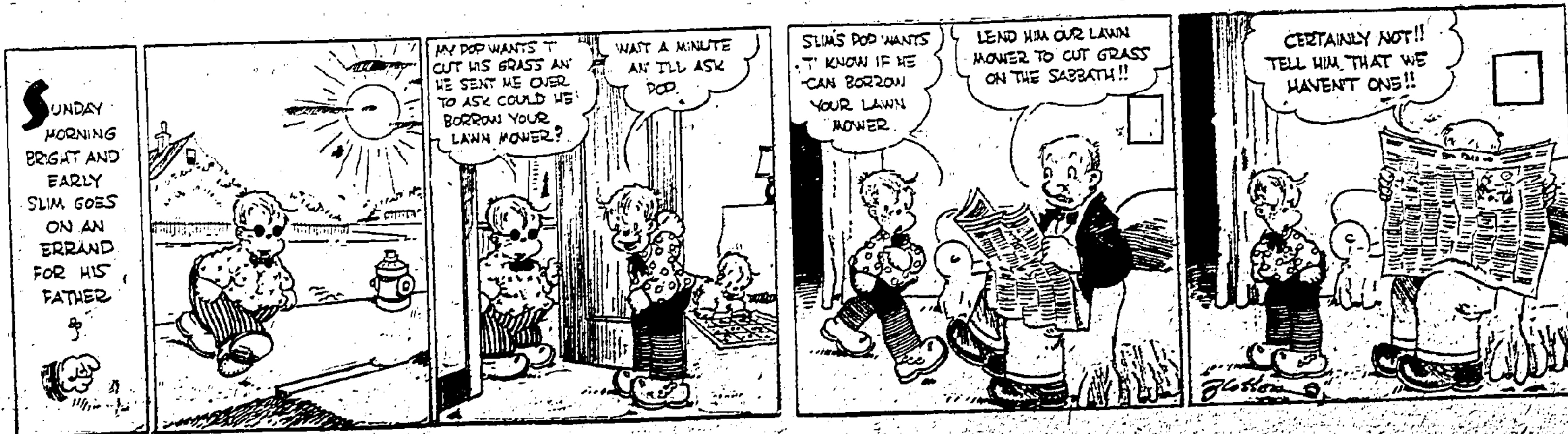
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FRECKLES AND HIS FRIENDS

Pop Seems to Be a Hypocrite

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Its dryness and aroma are features which give this drink the popularity it deserves.

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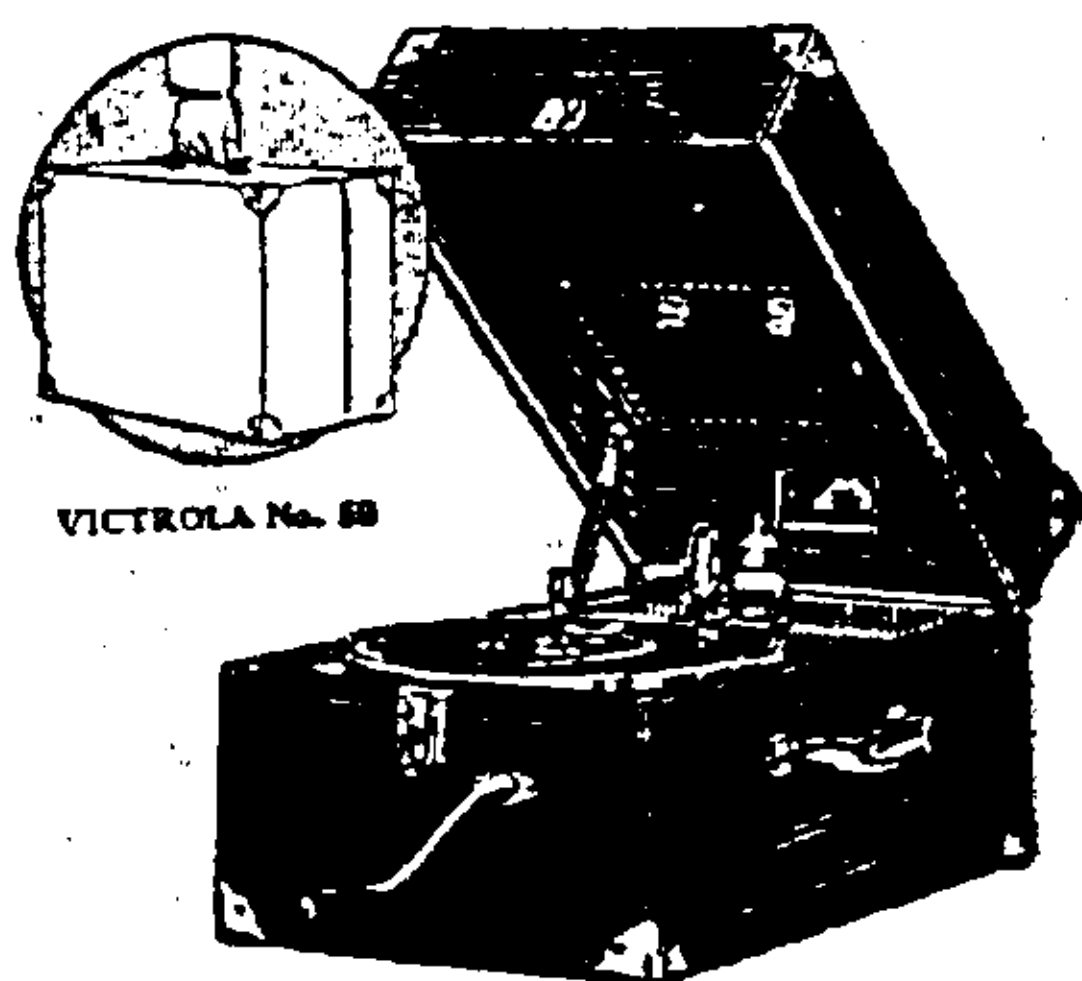
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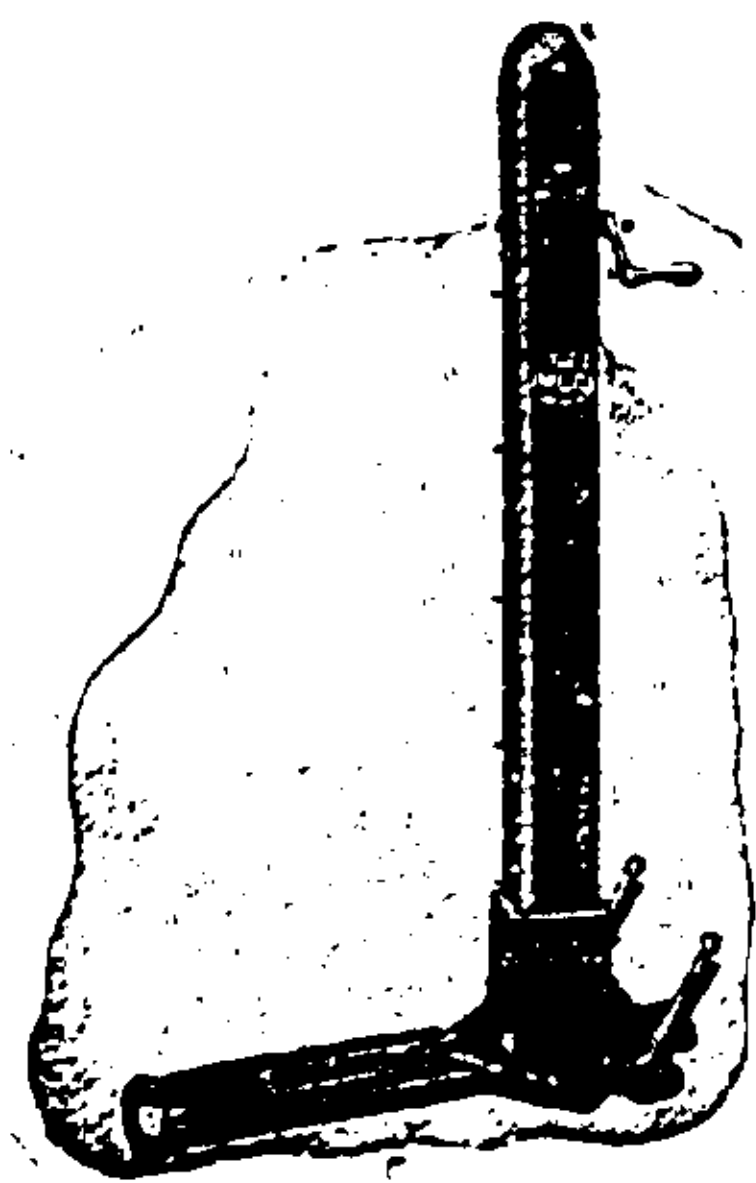
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The Telegraph.

HONGKONG, 9th Sept., 1922.

A GENEROUS GIFT.

Fears that the Colony's hospital accommodation would be materially decreased at the end of the present month have been dissipated by the splendid munificence of Mr. J. E. Joseph, who has purchased the Peak Hospital from its proprietors for a sum of \$100,000 and practically made a gift of the institution to the Colony. It was the donor's wish to make it an absolute gift, but in view of further accommodation being available in a few years it is meantime to be leased to the Government at a nominal rent, and later on Mr. Joseph will have an opportunity of reconsidering the form his offering shall take. In future, the Government will be responsible for the running of the Hospital, and we presume that as Mr. Joseph lays it down that the institution is to be maintained and carried on as it has hitherto been, patients will be able to call in their own doctors if they so desire.

The whole community will feel relieved that by this generous act of Mr. Joseph's the danger of the already existing shortage of hospital accommodation being accentuated by the closing of the Peak Hospital has been overcome. To maintain the Government's phrase, a serious situation has been averted by the benefactor's timely action. Mr. Joseph, who is a Hongkong man, has always taken a deep interest in the welfare of the Colony. He is well-known in business circles, and though of a quiet and retiring disposition he has done much good in an unobtrusive manner. Realising the hardships that would result were the Peak Hospital closed down, he has now come forward as a public benefactor and given freely of his means in order to confer a benefit on the sick and suffering. The Colony owes him a great debt of gratitude for his largeness of heart, demonstrated in such a practical manner, and we wish to place on record the deep appreciation which is felt amongst the European community in particular at an act which will long be remembered.

The War Memorial.

The letter which we publish to-day from "Anxious" regarding the Colony's war memorial is very much to the point. It raises the issue whether any steps have been taken to ascertain the likelihood of sufficient funds being raised to erect and endow the proposed Nursing Home, and the writer says he would not be surprised if it turned out that half the money is not at present in hand or in sight. It may, of course, be that the financial aspect of the matter has been gone into, but if so, the public knows nothing about it, having been kept entirely in the dark. In fact, the Committee, although the piece seems to have shrunk from publicity for some reason or other. How it expects to interest the public in the matter by following such a policy we have not the faintest idea. The war memorial project has been under consideration so long that we have not the haziest idea as to the personnel of the Committee supposed to be in charge of the business. Chairmen and Secretaries have come and gone, schemes have been proposed and abandoned, until the whole project, and especially the financial side of it, appears rather obscure. We know that it is intended to erect a cenotaph and a nursing home, but where is the money coming from for these two undertakings? What is the total cost? How much is available for the one scheme and how much for the other? Is the public expected to subscribe? If so, when? As "Anxious" says, it's time somebody got a move on.

Western Civilisation.

Probably the very abridged account practicable in a cable of Dr. Newbiggin's presidential address to the British Association does not convey just the idea of what that address contained. As received, Dr. Newbiggin is represented as saying that "the centres of Western European civilisation were to-day trembling from shocks emanating from the East, similar to the disturbances on the border of the later Roman Empire." Is this our old friend the "Yellow Peril"? The East is generally understood to imply Asia, the continent from which Attila issued with his Huns to raid decaying Rome, although there were also attacks from races of Northern Europe. We don't know of any Asiatic race that is threatening Europe to-day, except for the Japanese menace as seen by a flamboyant section of critics. Dr. Newbiggin, however, is not speaking of prospective events, but of shocks from which Western Europe is "to-day trembling." Presumably the allusion is to Bolshevism, seeing that although Russia is mainly in Europe, it is east of the part referred to by Dr. Newbiggin, and its peoples contain a large Asiatic element. In regard to the Mongolian invasion under Attila, the president is rather a happy one, as in that expiring effort of her arms Rome threw back the barbaric invader. New ideas are no doubt at work in the East, and it may be, as Sir Rider Haggard recently opined, that Western civilisation will one day go the way of earlier cultures; but Dr. Newbiggin appears to be unduly anticipating the eclipse.

"Wipers."

The anniversary of the first battle of Ypres has set writers in the Home papers discussing how it was that our troops dubbed the place "Wipers." One account is that this elegant version of the name of the much-battered city was bestowed upon it not by Tommy, but by none other than the then British generalissimo. If so, it would be interesting to know how that distinguished soldier pronounced the word now that it is embodied in the title of his peerage—Earl French of Ypres. Another solution is found in Ypres Tower, in the old cinque port of Rye, which the inhabitants have long called "Wipers Tower"; and still another is seen in Mrs. Henry Wood's novel of "St. Martin's Eve," one of the characters in which was delayed for two days in reaching the French city because he inquired for "Wipers." This last theory supposes a certain literary propensity on Tommy's part. The inference might be correct; alternatively, it might be that the name, in its use by the soldiery, originated with some illiterate warrior. After the first year or eighteen months this curious pronunciation almost faded out. To the last, few of the troops understood the rendering to be E-pra, but with "Yeeps" they may be said to have advanced a trifle nearer to the approved form.

DAY BY DAY.

MY Foe CAN SPOIL MY FACE,
HE BEATS ME IF HE SPOILS MY
TEMPER.—George Meredith.

The Kowloon-Canton Railway management is calling for tenders for the conversion of China Light & Power Co.'s old premises.

The King's Exequatur empowering Senator Don Eleodoro Rouillon to act as Consul for Peru in Hongkong has received his Majesty's signature.

Rural Building Lot No. 215, Victoria Road, having an area of about 15,000 square feet, is to be sold on September 25. The upset price is \$2,450.

A black chow dog, suspected of suffering from rabies, was shot by A. Soeters, No. 7, Orient Buildings, yesterday and removed to the Bacteriological Institute to be examined.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. A. O. Lang to be an Unofficial Member of the Executive Council during the absence from the Colony of the Hon. Sir Paul Chater, C.M.G.

It is notified that, at the expiration of three months, the Anglo-Russian Trading and Industrial Company, "Britorussie" Limited will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

Three months' hard labour was the sentence inflicted on Ghulam Mahomed, an Indian member of the Police Force, who was brought on remand before Mr. E. W. Hamilton this morning and convicted of the theft of forty cents from a ricksha coolie.

By the s.s. Macedonia, which came into port from Home yesterday, there arrived fourteen new members for the European Police. The contingent comprises ten ex-Royal Irish Constabulary men, an ex-member of the London Metropolitan Force, and three recruits.

Ten revolvers of the Smith and Weston make, and 1,000 rounds of ammunition were seized by Sergeant Andrews aboard the liner China yesterday. A passenger who was found to have a revolver strapped to his leg was given the order by Mr. Lindsell this morning to pay a fine of \$150.

REMARKABLE STREAM.

Valuable Discovery in
Upper Austria.

On our picture page to-day will be found three interesting photographs of a curative stream recently discovered at Schallerbach, Upper Austria.

Borings for oil were in progress, but when the borings had proceeded to a certain depth hot water suddenly spouted up with tremendous force. Boring had to be abandoned and a channel was cut to allow the water to drain away. The water had a temperature of just over 102 degrees F. and on being examined was found to contain much radium and sulphur. There is a steady flow of over 15 gallons per second. Medical men recommended people to bathe in the stream and the water was found to have more curative properties than even those of Carlsbad or Marienbad. For rheumatism, gout, etc., it was found to have very beneficial results.

Capt. J. H. van den Berg, who sends us the pictures, states that he has seen cripples carried to the stream and be able to walk without their crutches and sticks after three or four baths. Some of the results were really marvellous. People are only allowed to bathe for half an hour each day.

Since the discovery people have journeyed to the stream from all parts of the world and during this summer hundreds have slept in the open near the stream in order to be sure of getting a bath next day.

THREE GENERATIONS OF
BRIDES.

A series of weddings covering three generations within the space of a month has just been completed by the wedding in London of Miss Muriel Conkling to Baron Louis Versluis. On July 1 her mother was secretly married in the United States to Mr. William Hobden, a well-known New York lawyer, and on July 29 her grandmother, Mrs. Eastman Johnson, at the age of 79, married General Kneeland Stillman, who is also over seventy.

Between Ourselves

By Robt. MacWhirter.

You'll maybe no believe me but I get quite a lot o' letters one way and another. There's scarce a week passes but somebody has something or other to say. Occasionally the screeds are anonymous and abusive but I never pay any heed to that kind. No' that I object because a man doesn't sign his name. I'd much sooner get anonymous abuse than authenticated admiration. The great thing is to never give the writers of the former any kind of satisfaction. That makes them mad. How do I know? Well you take it from one who has written under the cloak of anonymity for quite a while. Come to think of it, that same garment is getting somewhat threadbare in places nowadays! Maskee.

Anonymity.

What I was etting to say, though, was that I've pothing against the ordinary anonymous letter. Many a thing has been accepted quite freely above a name, and I don't think the name of the writer been divulged. That is another way o' saying that some folk attack more importance to the man himself and his position in life than they do to the thought expressed. That's a failing lot's o' folk have. We sit wi' mouth apart while we wade through the communication o' the half-baked taipan and greet wi' risible laughter the semi-inarticulate suggestion of his clerk. It's sometimes all wrong, though, for taipans have been known to go off the rails before now which just goes to show ye that seniority isn't necessarily synonymous with sense. Sometimes a decent wad o' shares or money in the Bank gives a man the idea that what he says must be deferred to but that shouldn't be. To admit such would be to assume that to make money, a man must have brains. That doesn't follow at all. Many a man makes money in spite of his stupidity. The only thing then, to my mind, which enables a man to raise himself above the ruck is his mentality and no' what he can make out of the other fellow.

Modern Journalism.

Interesting, however, as this subject of anonymity is, I digress. What I set out to tell ye was that last Monday I got an unsigned chit asking me to forget local politics for a bit and give the reader some more o' Linkum-doddie for a change. I don't know yet whether to take the advice as a compliment or a leg-pull. Maybe it was someone scared that his turn was coming next or again it may have been some shy, retiring reader sick to death of the shortcomings of everybody barring ourselves and hankering for a word of his native land. I like to think that the last guess is the right one. For myself I'd much sooner write of the past than of the troublesome present. But Joe, he has his own ideas of what's good for his readers—and others. I'd much sooner tell ye about our ain folk than mess about wi' local politics, for be it known, I abhor the carping and the critical. I'm old enough to like to think o' the days gone by in preference to the ram-stam present or the uncertain future. I'd very much sooner tell ye about how Andra MacMillan got nearly drowned poaching or how Erchie Armstrong lost his breaks at the Good Templar's picnic than suspect our Government of being mainly foolish or suggest that our Solomonid Cadis on the Bench only open their mouths when they've nothing to say. You see to write in that strain is to lay oneself open to the suspicion that ye have a personal grudge against folk; that ye are biased and unkind; that ye have an in-growing grouse against anything and everything. As I've said to Joe more than once, it's no' fair to allow me to place myself in such a false position but you know what newspaper-men are; they dinna' care a curse so long as they get a rise o' pay for boosting the circulation. That's modern journalism for ye!

Freedom and Whisky gang
together!

Tak aff your dram!

Our Burglars.

This burglary business is getting fierce right enough. Quick profits and no returns is the order of the day. I never was one to keep pouring water on a drowned mouse so I'm no' going to say a word here about the inadequacy of police protection in the Colony. So much has already been admitted. Our Government always did starve its police force both in numbers and pay. For that reason I always frown on the idea of getting up a body of "Specials" to guard Kowloon. The Government would jump quick at the offer but nothing doing, say I. We pay our taxes and we have a right to be protected. If it's merely a question of dollars and cents let the Government lean light on the pencil when it comes to budgeting for Public Works. Extraordinary and get the material with which to enforce its own laws. Nardo Lin onway agree wi' the idea of letting folk carry arms. I know of no greater strain than to carry about a loaded revolver and never have a chance to fire it. Then, there's the risk of the blithering idiot who "didn't know it was loaded, your Worship." Besides, after a bit, folk get careless and leave them lying in drawers, always a sore temptation to the boys to earn a dishonest dollar. A good strong police whistle is the best form of protection you can have.

(Continued on Page 7.)

BETWEEN OURSELVES.

(Continued from Page 6.)

Gael No Deterrent.

There's one way in which we can do lots to help the police and, in this connection, I'm minded about the picture we used to have in our house at Linkumaddie. Most probably it was some Christmas Number oleograph raised to the dignity of a frame but the lesson it carried was none the worse for that. It depicted a nice, wee old-fashioned hamlet after a snow storm with an old man in the foreground, a shoveller in his hand telling the rosy-cheeked youngsters by his side:

"If each before his own door swept."

The village would be clean. Now, I haven't any foolish idea in my head but I'm strongly of the opinion that if our kitchens and servants quarters harboured none but who had a right to be there of a night, the village would be lots cleaner and freer of serious crime. We cannot expect our policemen to see through lath and plaster and if folk will allow their servants to act the Good Samaritan without let or hindrance they must expect the scallywags to glean information, and at the right time, have a handy road to the silver cabinet. If we paid more attention to our servant's old fies, burglary wouldn't be quite the easy thing it is in the Colony to-day. As I'm rather inclined towards the prevention of crime though I'm quite willing to allow that punishment of a kind comes in handy as a deterrent. Sending a Chinese burglar to gaol, though, is no punishment; so how can it be a deterrent? A couple of months in regular fard, a comfortable bed and next to no work and to the average Chinese, gaol has no terrors. It's merely a change of diet and habitat. The stocks as a deterrent were no use. I've seen criminals in the stocks outside our docks and places where they employ a lot of labour and that never prevented men from stealing who were employed in these places for years. All that the wearer of the stocks needed was a downcast mien and a thick skin. A man that had no "face" to lose, he should worry. The only way to hurt a Chinaman is to hurt him where the hurting is good. During the late strike the intimidators didn't throw out hints that those who blacklegged would lose "face." No, physical violence was to be their share if they didn't toe the line. And too it they did proving that they have a wholesome respect for a broken skin. So let's hurt them physically and just in case there should be something in the theory of losing "face," let's hurt them publicly. What's more, for a man that's been floxed doesn't need his finger prints taken—he carries his record about with him for life.

Our Talking Machines.

The worst of MacPherson, he's eye harping on the death of the late, lamented Queen Anne. He began the other night about the Telephone service as if he had discovered something. That's the worst of depending on the Club for a read of the paper.

So when he began to lam off about the shortcomings of some poor, half-demented female at Exchange, instead of shutting him up I tried to get at the bottom of the matter. And I did. It was just as I thought. Instead of, in the first place, going to the phone himself and calling up the firm he wanted, he asked yon half-glazed office coolie of his to get him on first. And so he did but not before he went to the sub-exchange and started monkeying with the works. In fairness to the Telephone Company I think they get the blame for an awful lot they know nothing about. Take a sub-exchange for instance. If every Ah Chow and Pedro da Silva Tobacco is allowed to wander to the sub-exchange and there engage in conversation it naturally follows that he cuts off all other talk from the outside. The frantic caller at the other end just naturally refuses to believe that everyone he calls up in that office is "engaged." So another black mark goes down against the Telephone Company. There is far too much cubana use of the office telephone, anyway. Again, it's bad enough to operate a telephone with the Chinese language bawling in every now and then but it's ten times harder when the speaker is some Hakka coolie permitted to answer the phone. Naturally enough the European at the other end thinks he's got plugged in on

some eating house at Shek Tang Sui instead of an office in the Central District. He then proceeds to throw a fit and the perfectly innocent operator gets all sorts.

The Language Difficulty.

Aye, I've often said it, and I'll say it again that the system is no so much to blame as the service and a lot of that bad service is of the subscriber's own making. With some of the big firms the service is all right and that is because they have a properly-trained girl on the sub-exchange board. In lots of other offices, though, the individual who happens to be passing is the one that answers, make no mistake if he's the boss or the office boy's wee brother. Then the "Wais" and the "Ah Pingos" commence and continue until the man at the other end doesn't know whether he's connected with an orphanage or a boiler factory. After ten minutes of that sort of thing he usually comes to the conclusion that the operator did it for spite.

Then again in the giving of numbers I don't wonder that the girl sometimes makes mistakes. I've heard an Englishman go to the phone and say something that sounded a cross between an Edison Bell record and a creaky door. Just you imagine such an individual saying "O'ow I 'ite 'im" and you get some faint idea of how difficult it must be for a foreign girl at Exchange to interpret. Some day this language difficulty will be overcome but that will only be when there are none but Scotsmen allowed to use the telephone. Until then let us make the best of a bad job. An efficient service can only be attained when there is closer co-operation between the Subscribers and the Company.

So much I indicated to Mac, for I was mad. His insinuation that Mr. Parker Ness had offered me a block of cubana shares in the new Company didn't improve matters either. I'm not to be bribed but fair's fair. Ye can be sure that public without necessarily being so darned as parties.

"ALL STARK MAD TOGETHER."

The Blindness of Dean Inge.

A correspondent writes as follows to the *Times* in reference to a recent sermon by Dean Inge:—I have been waiting for a pen more eloquent than mine to comment on the amazing sermon preached by the Dean of St. Paul's to the delegates to the International Peace Conference. The people of this country are not likely to attach undue importance to the utterances of the Dean when he turns to political questions. But it would be lamentable if the

He is reported to have said that "they need not now apportion the guilt" and that "now it seemed to most people" that the nations which engaged in the war "were all stark mad together." What is the truth? In the undisputed records of official documents, Germany has been convicted in the eyes of all unbiased men, of the guilt for the origin of the war; and all the efforts of her politicians and professors have failed to shake the verdict. Has the Dean never heard of the tortuous diplomacy of the German Foreign Office, or, indeed, of the "scrap of paper" that did the bestialities of the Germans in Belgium and France made no impression on his mind? Has he forgotten the murder of women and children on the high seas, the sinking of hospital ships with their helpless victims, and the bombardments of open towns from sea and air? Is he still so blind that he fails to see that the war was an inevitable struggle between two conflicting systems of life?

It would be kinder, perhaps, to pass over the deplorable taste of his reference to "one of a pair of gamblers who has won," but it is permissible to remind him of the constant and deliberate evasions by the Germans since the Peace of the penalties imposed upon them for their wrong doing.

The whole sermon, indeed, is little short of an insult to the gallant youth of this country and of the Allied countries who died for an ideal.

All that they had they gave—

In sure and single faith. There can be no knowledge reach their grave.

To make them grudge their death.

Save only if they understood That, after all was done, We they redeemed denied their blood.

And mocked the gains it won.

If they were "all stark mad together," the Dean can surely thank God for the madness which saved him and his kin from the moral cataclysm and material servitude of a German victory.

TWENTY-FIVE YEARS AGO.

A Glance at Our Files.

(Sept. 4-10, 1897).

OLD BUILDINGS.

Does the Inspector of Buildings ever visit Yau-mat, we wonder? Some of the houses there, not a hundred miles from the Police Station, are very old and dilapidated and in several cases the walls appear to be in a very shaky and crumbling condition or badly bulged. The only wonder is that they manage to hold up at all even in fine weather, and should a typhoon happen to come our way we very much fear that a repetition of the recent Queen's Road disaster will be the result. Of course it will be highly satisfactory to know that the accident was the result of the bad state into which the houses had been allowed to fall, but could not the accident be prevented entirely by a little common sense on the part of the P.W.D.?

RECLAMATION SCHEME.

It really appears as though the authorities intended completing the section of the reclamation between Ice House Lane and the Market within a few months. The section which has hitherto presented the spectacle of an odiferous mud swamp, is now a scene of great activity. To-day the steamcrane was at work moving the huge concrete blocks which had been piled upon the foundations of the new Pedder's Wharf stones for the construction of the sea wall, were being landed, filling in was proceeding rapidly from a fleet of earth boats and a gang of coolies were engaged in removing the old Praya wall piecemeal. Besides all these two or three minor jobs connected with the reclamation were in progress on the block and for once in a way the coolies all looked really busy.

SHIPPING SPEEDS.

In our columns on June 9th, last we drew attention to the fact that three big mail liners left Hongkong within a few minutes of each other and a good deal of speculation was indulged in shipping circles as to which would make the best time. The first vessel was the M. M. liner Sydney, bound for Marseilles, which left at 1.04 and she was followed 4 minutes later by the C. P. R. Co's Empress of China for Vancouver. Twelve minutes later the Pacific Mail liner City of Peking left for Frisco. The duration of stoppages at by-ports, of course, precludes anything like accuracy being obtained as said stoppages often vary in length. It may be interesting, however, to know the time each vessel was on her voyage. The French liner got home on July 8th, her schedule time, doing the passage in 29 days. The big white Empress boat reached Vancouver on schedule time, too, June 30th, at 4 p.m., her passage occupying not quite 21 days. The Peking was two days behind the time table, being due at the Golden Gate on July 6th, and not reaching port till the 8th, her passage occupying 30 days. The new N.Y.K. steamer Kanagawa Maru also left on the same date for London at 4 p.m. In addition to the usual by-ports she called at Penang and Singapore and reached London on July 26th, after a creditable passage of 46 days. In these matters of course the weather has to be taken very largely into consideration, some vessels' tracks taking them at once into favouring winds and seas while others again have nothing but opposing elements to contend against.

IMPORTED MEAT.

Messrs. Lane, Crawford & Co., it would seem, are determined in making an effort to solve the meat supply difficulty. By the E. & A. steamer Guthrie soon due here from Australia, they are receiving a shipment of 20 carcasses of frozen mutton for the local market. This is the first move of the kind made so far as Hongkong is concerned, and Mr. Crawford to-day told a *Telegraph* reporter that it was purely an experiment.

NEW GOVERNOR WANTED.

The Report of the Insanitary Dwellings Commission may be expected soon. Meanwhile His Excellency the Governor "does not know that there is such a thing as insanitary dwelling in the Colony" and when he does know he will do nothing. He won't "bike" along the Jubilee Road before he leaves us. Sanitary Boards and Sanitary Dwellings and Jubilee Roads await, with a good many other things, the coming of a new Governor.

DAIRY FARM NEWS.

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At the **STAR THEATRE** To-day

SLEIGHT OF HAND.

The case of a Chinese who tried to make a living by sleight of hand was dealt with at Singapore last month. He went round Tanjong Pagar District with seven or eight \$10 bills. He would enter a shop and ask for small change for the whole amount. When he received the change, he would slip \$10 somewhere about his person undetected and say that the change was short. He was caught on Sunday trying this trick at a shop in Alexander Road and when he was being taken to the station he was identified by another shopkeeper a few doors away, whom he had cheated in a similar way the day before. He was found guilty on both charges of cheating and remanded for sentence. The accused had just come from Java and had no work.

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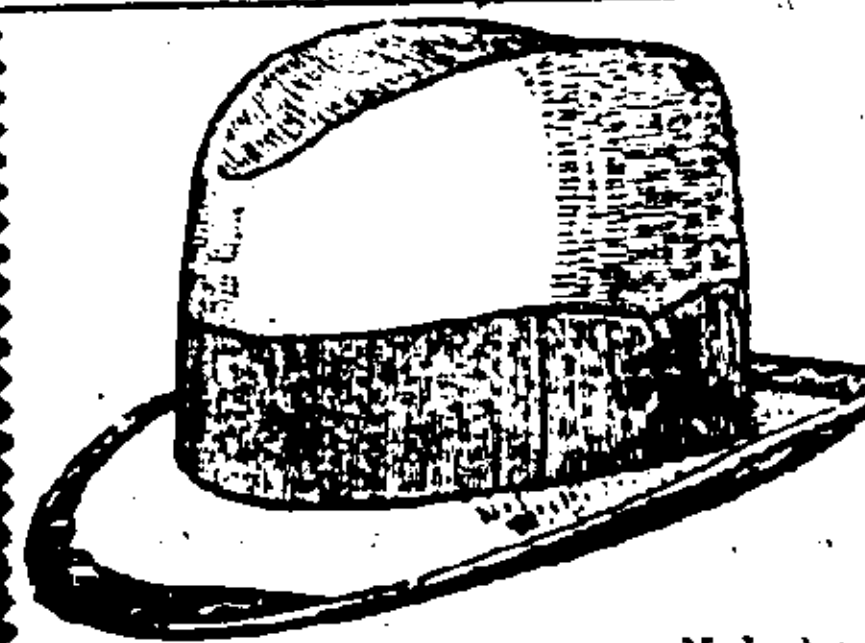
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DRASTIC REDUCTIONS WILL BE MADE TO CLEAR THE BEST BARGAINS HAVE BEEN KEPT TO THE LAST.

SO DON'T MISS THEM.

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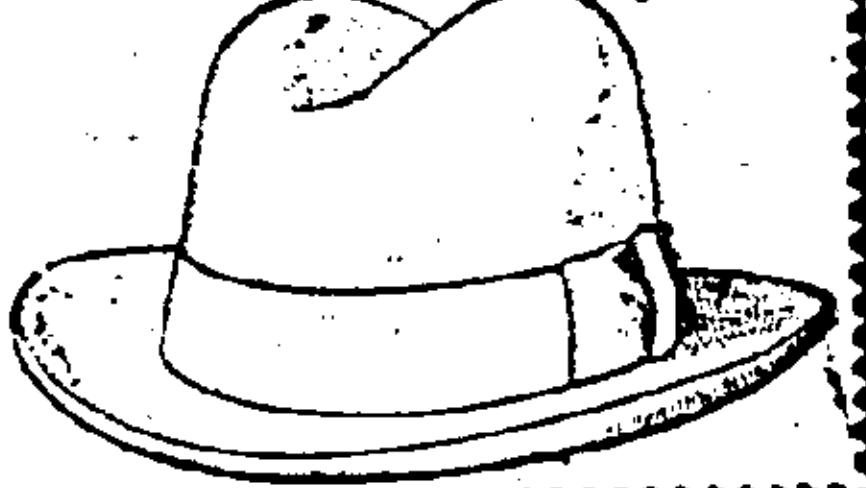
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CAMERA NEWS

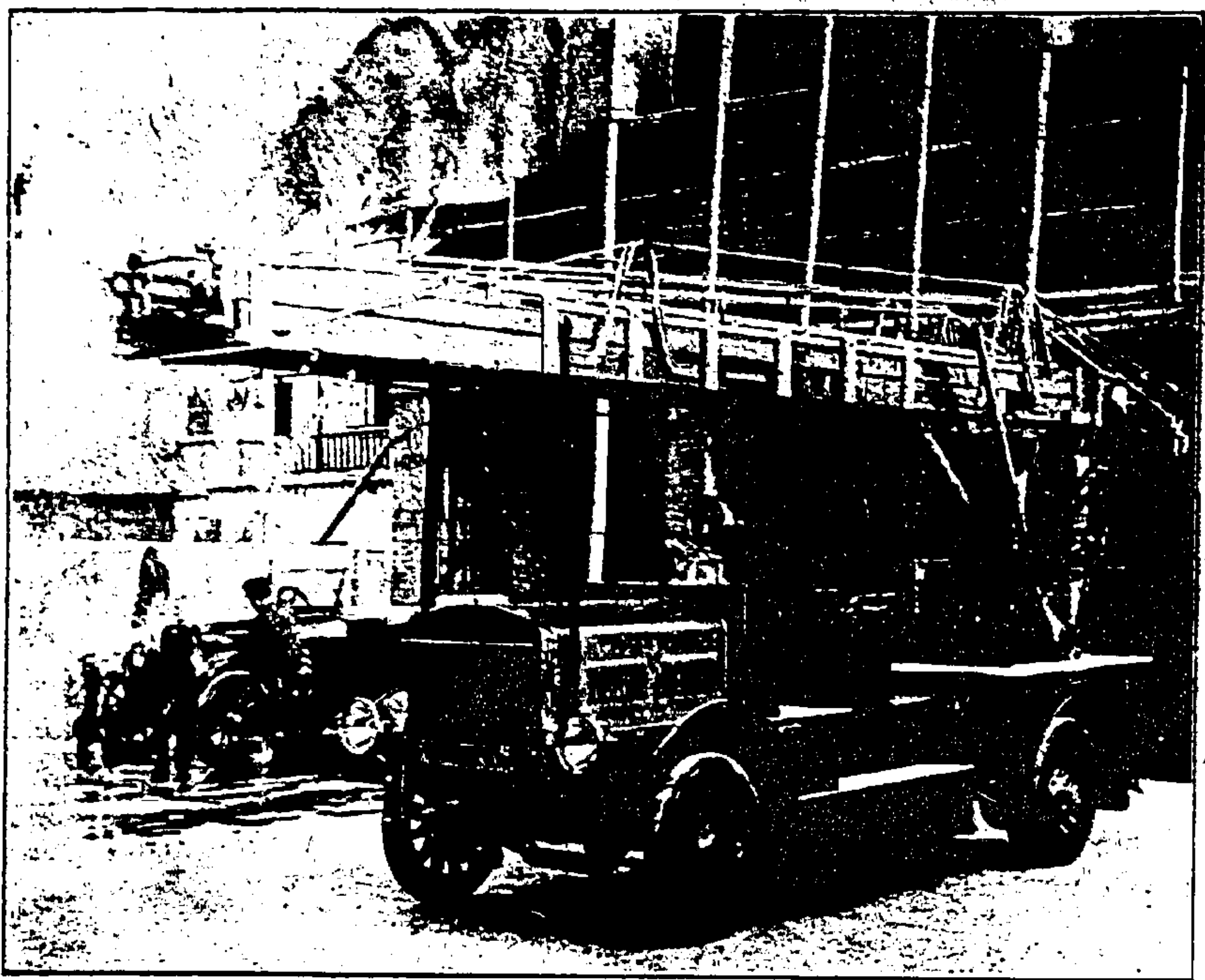


Photo: Ming Yuen Studio. Hongkong's latest fire escape, just arrived from Home.



Gen. Chan King-ming who takes up the post of Commander-in-Chief at Canton tomorrow.



The above three pictures show people bathing in the wonderful curative stream discovered recently in Upper Austria. On page 6 of to-day's issue will be found an interesting account of the discovery. We are indebted to Capt. J. H. van der Berg for the pictures and particulars.

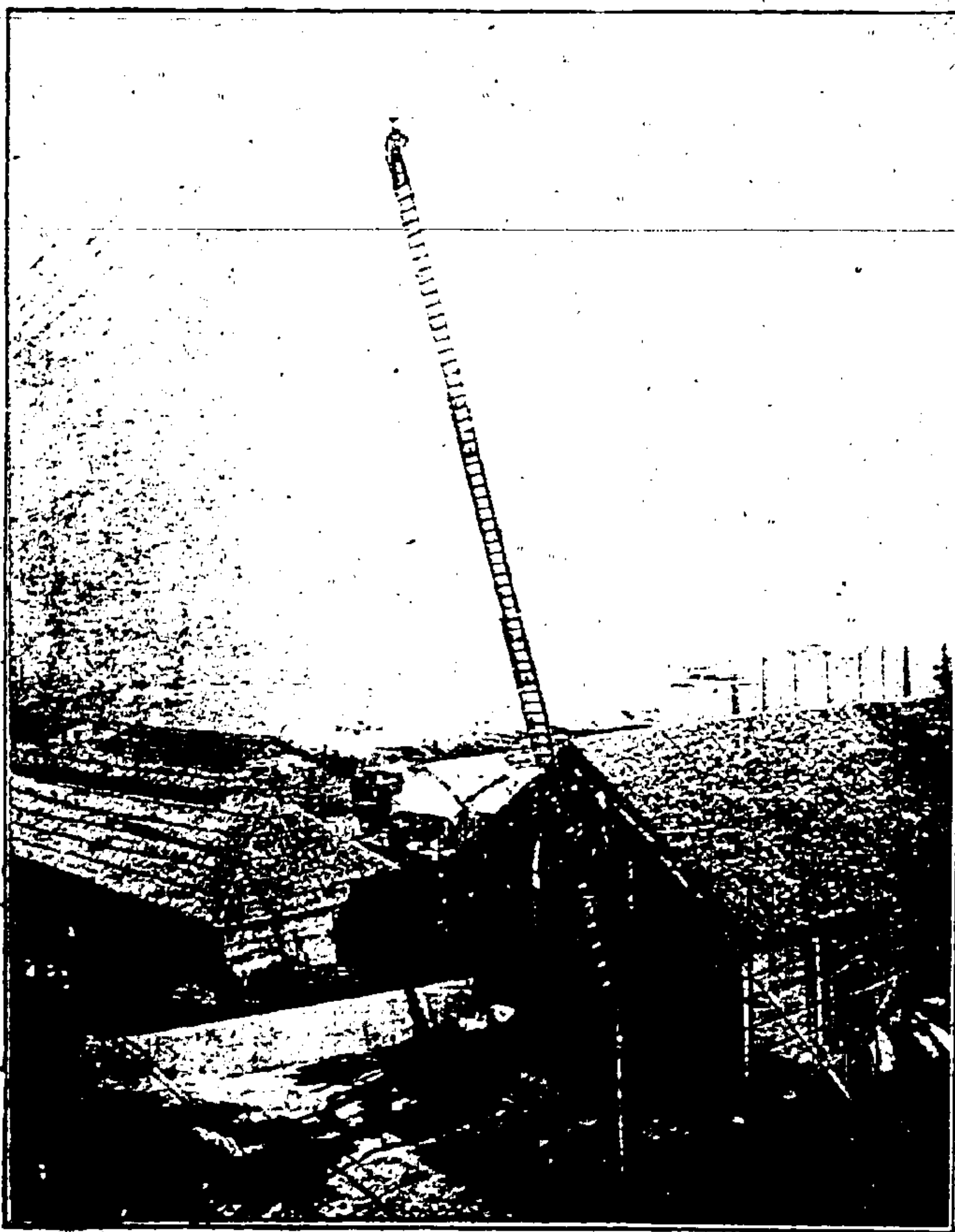


Photo: Ming Yuen Studio. Demonstrating the usefulness of Hongkong's latest fire escape.



Miss Kasi, one of the talented members of the Hawaiian Troubadours who appear at the Theatre Royal on Wednesday.



The male members of the Hawaiian Troubadours.

DOINGS OF THE DUFFS

He Didn't Get a Rise Out of Tom.

BY ALLMAN



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Empress of Australia	Oct. 19	Empress of India	Nov. 2
Empress of Canada	Nov. 2	Empress of Britain	Nov. 15
Empress of Japan	Nov. 15	Empress of France	Nov. 28
Empress of Australia	Nov. 28	Empress of India	Dec. 12

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ANYO MARU, 22,000 tons, 4th. SHIMIZU, 22,000 tons, Nov. 15.
SEIYO MARU, 20,000 tons, 1st. SHIMIZU, 20,000 tons, Nov. 28.
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Panama, Colon and ... 11,000 tons ... 3rd Oct.
Panama, Colon and ... 11,000 tons ... 17th Oct.

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Codes used: A1; A.B.C. Fifth Edition: Engineering, First and Second Edition.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.

Kowloon Docks

No. 1. Length

700ft.

Breadth 80ft.

No. 2. Length

371ft.

Breadth 74ft.

No. 3. Length

241ft.

Breadth 49ft. 3in.

No. 1 Slip

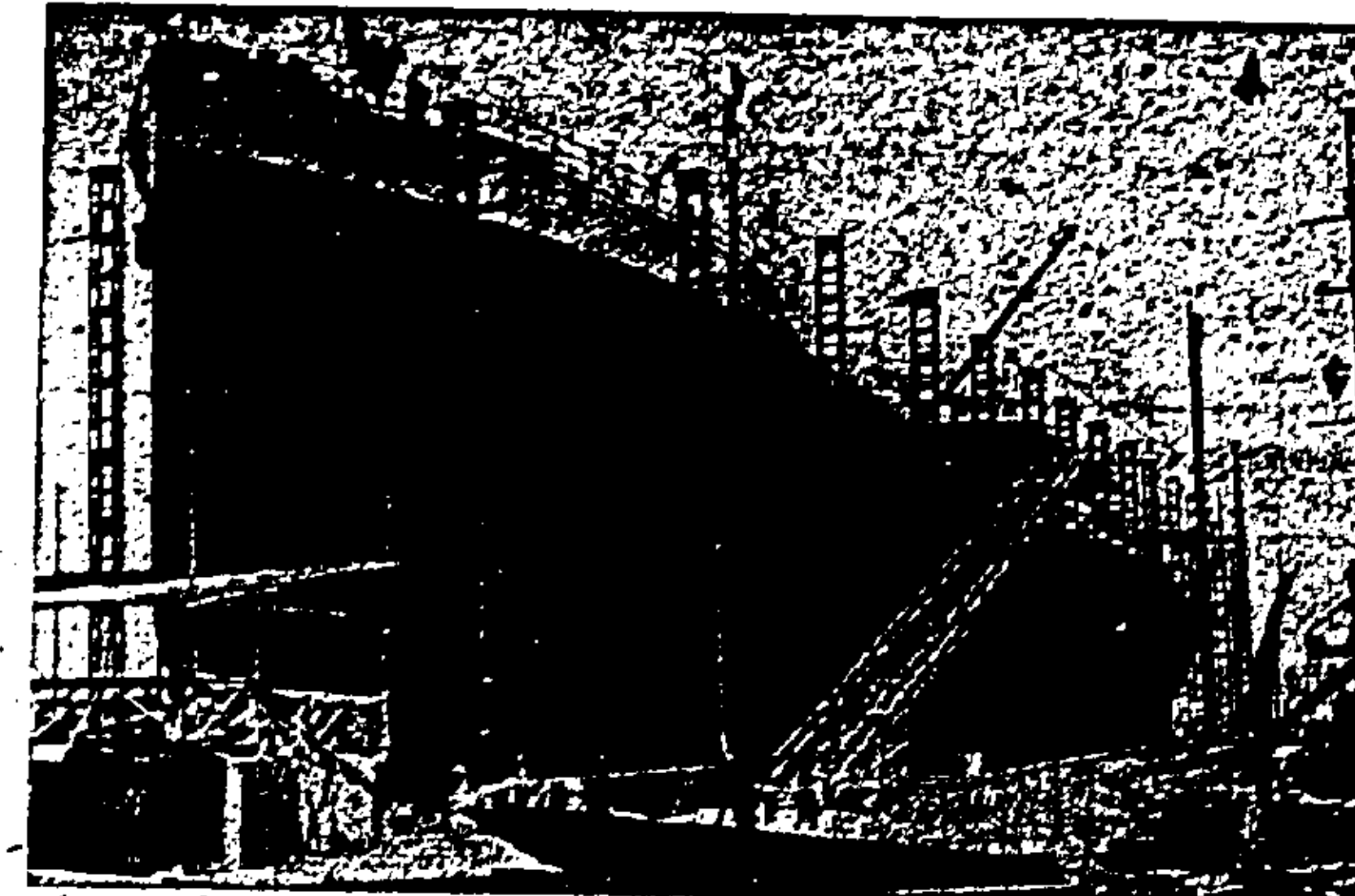
Length 241ft.

Breadth 60ft.

No. 2 Slip

Length 227ft.

Breadth 60ft.



Tai-Kok-Tso

COSMOPOLITAN

DOCK

Length 460ft.

Breadth 60ft. 6in.

Aberdeen

HOPE DOCK

Length 432ft.

Breadth 64ft.

LAMONT DOCK

Length 331ft.

Breadth 60ft.

Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of
The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager:

R.M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK HONGKONG.

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TRAFFIC: BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, SOYOT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	6,850	13th Sept.	Miles, London & Antwerp
SOUFAN	6,305	22nd Sept.	Spain, France, Italy & Rome
MAURONIA	11,000	27th Sept.	Rhine, Miles, London, Antwerp
MAURONIA	11,000	11th Oct.	Miles, London & Antwerp
MAURONIA	11,000	25th Oct.	Rhine, Miles, London, Antwerp
MAURONIA	11,000	8th Nov.	Miles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,940	10th Sept.	Calcutta via S'pore, Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	7,000	5th Oct.	Manila, Thurs. Island, Tivoli, Brisbane, Sydney and Melbourne.
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SAILINGS TO SHANGHAI & JAPAN.

SOUFAN	6,305	9th Sept. 4 p.m.	Shanghai.
JANUS	4,814	9th Sept. 4 p.m.	Amoy, Kobe & Moji.
MAURONIA	11,000	9th Sept. 8 a.m.	Shanghai.
ARAFURA	7,000	9th Sept. 4 p.m.	Moji, Kobe & Y'ham.

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.
Passenger Mailing Book must be sent to the Agents at least 10 days before departure.
For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
S.S. GLENADY	11th September.
S.S. GLENADY	23rd September.
S.S. GLENADY	25th September.
S.S. GLENADY	5th October.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
S.S. GLENADY	24th Sept.	GOA, LONDON, A'WEEP, KIDAM, H'BERG
S.S. GLENADY	10th Oct.	GOA, LONDON, A'WEEP, KIDAM, H'BERG

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3595.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Vessel	From	Reported on	Will leave on
Triton	Java	10th Sept.	14th Sept. Saigon.
Triton	Java	12th Sept.	16th Sept. Japan.
Triton	Java	14th Sept.	18th Sept. Japan.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

PACIFIC MAIL STEAMSHIP CO.

OFFERS SPECIAL THROUGH FIRST CLASS RATES

via SAN FRANCISCO and NEW YORK

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MINIMUM BERTH TO SAN FRANCISCO

FIRST CLASS RAIL ACCOMMODATIONS

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WITH STOPOVER PRIVILEGES, BERTH AND ACCOMMODATIONS ON ANY ATLANTIC OCEAN STEAMER VALUED AT U.S.G. \$205.00

BUT DOES NOT INCLUDE BERTH AND MEALS ACROSS AMERICAN CONTINENT.

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Cable Address "SOLANO" Canton Agents, REISS & CO.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

IYO MARU (Calling Keelung) Sat. 16th Sept. at 11 a.m.

SHIDZUKA MARU ... Saturday, 30th Sept. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

ATSUTA MARU ... Friday, 15th Sept. at 11 a.m.

KASHIMA MARU ... Friday, 29th Sept. at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

MATSUMOTO MARU ... Saturday, 23rd September.

LIVERPOOL & GLASGOW via MARSEILLES.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ... Tuesday, 19th Sept. at 11 a.m.

YOSHINO MARU ... Tuesday, 17th Oct. at 11 a.m.

NEW YORK via PANAMA.

LYONS MARU ... Middle of September.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

KANAGAWA MARU ... Tuesday, 3rd October.

SOMBA via Singapore, Penang & Colombo.

KAMAKURA MARU ... Sunday, 10th September.

CALCUTTA via Singapore, Penang & Rangoon.

TAKAKA MARU ... Saturday, 9th Sept.

NAGASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 14th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SUWA MARU ... Tuesday, 12th Sept. at 11 a.m.

TAMBA MARU (Omitting Shanghai) Sunday, 17th Sept.

For further information apply to—

HIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK & BOSTON.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRIESTE" ... Sailing on or about 15th October.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "FRIGIA" ... Sailing on or about 25th September.

S.S. "TRIESTE" ... Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" ... Sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIYUAN	20th Sept.	4th Oct.
CHANGSHA	15th Oct.	29th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Rates. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SONS, LTD.)

Telephone No. 35.

Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Sydney" ... S'hai, Kobe & Yokohama.

HOMEWARDS.

"City of Florence" ... L'don, A'werp, Rott & Hamb.

PASSENGER SERVICE.

"City of Paris" ... mid Dec. ... Marseilles & London.

"City of York" ... beg Feb. ...

"City of Simla" ... mid March. ...

"City of Poona" ... mid April. ...

Subject to change without notice.

For further particulars apply to

REISS & CO.

CANTON.

THE BANK LINE, LTD.

(Tel. 80).

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
KORE	Kutsang	Sun. 10th Sept. at d'light
BANGKOK via Swatow	Chiljar	Tues. 12th Sept. at noon
SANDAKAN	Hinsang	Tues. 12th Sept. at noon
HAIPHONG via Hoibow	Mingsang	Wed. 13th Sept. at d'light
TIENTSIN	Cheongshing	Thurs. 14th Sept. at 4 p.m.
N'CHWANG & Antung	Walshing	Fri. 15th Sept. at noon
MANILA	Loongsang	Fri. 15th Sept. at 3 p.m.
TTAO via S'ow & S'hai	Tingsang	Sun. 17th Sept. at noon
TTAO via S'ow & S'hai	Fooshing	Tues. 19th Sept. at noon
TTAO via S'ow & S'hai	Wingsang	Thurs. 21st Sept. at noon
STRAITS & Calcutta	Fooksang	Mon. 25th Sept. at 3 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returns from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoibow when inducement offers.

BORNED LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Monday, 25th Sept., at 1 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Hangchow	12th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Kanchow	12th Sept. at 4 p.m.
SWATOW & BANGKOK	Kwanchow	12th Sept. at 4 p.m.
SAIGON	Kinsu	11th Sept. at 4 p.m.
AMOI & SHANGHAI	Szechuen	14th Sept. at 9 a.m.
SHANGHAI & TSINGTAO	Siakiang	16th Sept. at 4 p.m.
W'WEL CHEFOO & TIENTSIN	Huichow	16th Sept. at 4 p.m.
W'WEL CHEFOO & N'CHWANG	Foohow	17th Sept. at d'light
SWATOW & SINGAPORE	Kwantung	17th Sept. at 4 p.m.
AMOI & SHANGHAI	Suiyang	17th Sept. at 4 p.m.
SWATOW & AMOI	Kingyuan	18th Sept. at 4 p.m.
SWATOW & BANGKOK	Kalgan	19th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	Liangchow	19th Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kor via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)

Telephone No. 35.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching	J. S. Thomson	TUES. 12th Sept. at 1 p.m.
Haichong	W. C. Pearson	FRI. 15th Sept. at 1 p.m.
Haifong	W. S. Turnbull	TUES. 19th Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. SAMARANG MARU Sailing on or about 23rd Sept.

For Moji, Kobe & Yokohama.

S.S. BORNEO MARU Sailing on or about 9th Sept.

For further particulars please apply to:-

K. J. SUZUKI,

Manager.

Tel. No. 2206.

Second Floor, Prince's Building.

SHIPPING NEWS.

BRITISH SETTLEMENT WITH U.S. SHIPPING BOARD.

In the House of Commons, Major Mackenzie Wood asked the Chancellor of the Exchequer whether the differences between the United States Shipping Board and the Ministry of Shipping had now been settled, and, if so, for what amount. Sir William Mitchell-Thomson, who replied, said the agreement was entered into on the 13th July with the United States Shipping Board for settlement of certain outstanding claims by a payment to the Shipping Board of 12 million dollars, including interest. This settlement excluded certain claims by the late Ministry of Shipping in connection with ex German vessels which had been used by the United States Government, and another claim in which the Shipping Board was an intermediary. Major Mackenzie Wood asked if it was not a fact that the Shipping Board would have accepted a much smaller sum. Sir W. Mitchell-Thomson.—I think I can safely say that is not a fact.

HOPEFUL MOTOR SHIPBUILDING PROSPECTS.

In spite of the extreme depression existing in the shipbuilding industry, a careful examination of the position appears to indicate that the prospects are distinctly hopeful, so far as motor shipbuilding is concerned. According to a writer in the *Motor Ship*, although recent orders for steamers have been practically negligible, contracts have been fixed during the past few months for 16 motor ships of these, nine are being built in yards in the United Kingdom, indicating that Britain has already attained premier position in this phase of shipbuilding. Judging from these facts, and bearing in mind that the results achieved with oil-engined vessels during the shipping slump have proved the superiority of the motor vessels over the steamer on most routes, it is believed that the bulk of the orders placed in the future will be for ships equipped with internal combustion motors. It is evident that, sooner or later, a heavy demand for new tonnage must arise, since the British mercantile fleet is now scarcely any larger than it was in 1914, while vessels totalling 3,000,000 tons are over 20 years old, and therefore virtually obsolete.

ATLANTIC LAURELS.

The Majestic or the Berengaria, or perhaps some other ship of which little has yet been heard, says *Navy*, may some day wrest from the Mauretania the honours of speed on the Atlantic, but that wonderful product of Wallsend promises to give them all a great run for the money of their own. The Mauretania is not only the fastest ocean-going vessel at present, she is also the most regular and most reliable, and, in the opinion of some of us, the prettiest outwardly and inwardly. She has completed at Southampton a voyage from New York with the largest number of saloon passengers she has ever carried, at an average speed of 25.29 knots, thus exactly repeating the world's post-war speed record she achieved on her previous voyage, and running the 3,250 miles in a time so similar that the difference was only three minutes to the good. After that it is no longer correct to say that this particular vessel is capable of running to a timetable like a train. It will be more correct to say of a train that it runs as regularly and as accurately as the Mauretania. When the bigger boats, and especially those that once were German, are running so that differences on voyages of 3,000 miles odd have to be calculated in a few minutes, we may begin to compare them with our home products; and even then we shall be inclined to wait and see how they will behave after they have seen as much and as hard service as the Mauretania. That vessel remains the finest shipyard production the world has yet seen, notwithstanding all that may be said about the size and the magnificence of later liners, and she presents a standing challenge to designers, builders and engineers, just as the Lusitania would have done if she had survived the war. Real progress in liner construction means improving on these two great vessels, and such progress has not yet been made—except in size, which is not progress of the kind to which we are referring. No all-round better ship than the Mauretania has yet been built, and none is likely to be in the near future.

ENTERTAINMENTS

Hongkong, Sept. 9, 1922.